

Store Closes 1 P. M. To-Day.

Miller & Rhoads

Mail Orders Filled at Advertised Prices.

Women's \$1.50 Silk Gloves, \$1.00
A Memorial Day Special.

You'll probably need a new pair for this afternoon. 16-button length Mousquetaire effect—Gloves that have been selling for \$1.50 a pair, but the demand for dollar gloves has been so great that we've added a number of our regular \$1.50 gloves to the dollar assortment.

A bargain that women should avail themselves of.

Ribbons, Special Values for Memorial Day, 19c yd

WARP PRINTS, 4 1/2 inches wide, in pink, blue, lavender and mauve. Beautiful effects for hair ribbons and sashes. We've never had anything in Warp Prints of equal value under 25c yard. To-day's price, 19c yard.

PLAIN TAFFETA RIBBONS, 5 1/2 inches wide, in black, light blue, pink, heliotrope, old rose and lavender—Ribbons that usually sell for 25c yard are now but 19c here—bought at a sacrifice.

Men's Eclipse Shirts

When you say a shirt is an "Eclipse" you say all that's necessary as to perfect fit and quality. **\$1.00**

Our assortment is BEST as to variety of styles—white and white with black stripes, figures and plaids. Satin Stripe and Corded Madras, attached or separate cuffs.

Men's New Neckwear, 25c

Wide End Bat Silk Ties, in solid colors of brown, leather, green, garnet, lavender and navy.

We haven't seen anything this season in a Bat Tie that is as good value as our present assortment at 25c.

Complete stock of BLUE RUMCHUNDAS, in dots and stripes. A Bow Tie for summer without a peer for style, 25c.

TWO-CENT RATE CUTS DEEPLY INTO REVENUE

Figures Given by Commission for C. & O. Are Misleading, Says Mr. Potts.

MORE TICKETS: LESS PROFIT

Only Effect of Order, He Declares, Is to Increase Short-Haul Travel.

Claiming that the 2-cent passenger rate order, which in most cases results in a loss of revenue to the Chesapeake and Ohio Railway, General Passenger Agent John D. Potts yesterday took issue with the statement recently given out by the clerk of the Corporation Commission, which indicated that for the eight months extending from July 1, 1907, to February 29, 1908, there was an increase in revenue of \$315,015.26, as compared with the corresponding period of the previous year. "The inference was drawn," said Mr. Potts, "that because of this increase the Virginia 2-cent rate, upon which the company's intrastate traffic was based, had proved beneficial to the public and the railroad. On the contrary the figures prove conclusively that there was a heavy revenue loss, as an investigation will show. The fact that the revenue shows a decrease, while there is an increase in ticket sales, again that the short-haul alone is stimulated by the 2-cent rate."

Effect of Jamestown Travel.

Taking up the report of the commission and dissecting it, Mr. Potts said:

"The statement of the entire Chesapeake and Ohio Railway for the above period shows an increase in foreign earnings derived from the sale of tickets by connecting lines or via connecting lines of \$355,739.27, and an increase in local earnings from the sale of tickets by the Chesapeake and Ohio Railway agents of only \$92,644.16, both items including interstate as well as intrastate revenue."

"Attention is first directed to the fact that the Jamestown Exposition opened about May 1st and closed December 15th, and therefore, the period from July 1st includes the bulk of the Chesapeake and Ohio's earnings from Jamestown Exposition excursion traffic, 50 per cent. of which was handled from July 1st to December 15th, and from July 1st to December 15th, and from the total earnings derived from the exposition traffic for this period approximately \$1,000,000."

"Attention is next directed to the fact that the Chesapeake and Ohio Railway Company's report to the Virginia Corporation Commission includes interstate as well as intrastate earnings earned over its Virginia rails, no report to the commission ever having been rendered of purely intrastate revenue, the only part of the Virginia earnings the Virginia Corporation Commission have any interest in, and the \$315,015.26 increase above in, and the \$315,015.26 increase in, the benefits of the 2-cent Virginia intrastate rate, as a matter of fact, includes the Virginia intrastate earnings, as well as the Virginia intrastate earnings."

The Interstate Proportion.

The \$315,015.26 increase in Virginia intrastate and interstate earnings is made up of the Virginia rail proportion of the above mentioned \$575,739.27 increase in foreign earnings and of the \$240,644.16 increase in local earnings as follows: Foreign, \$270,000; local, \$145,000; total, \$415,000, and the above mentioned foreign and local increases subdivide between interstate and intrastate as follows:

| | |
|------------|------------|
| Interstate | Intrastate |
| Foreign | \$250,000 |
| Local | 7,000 |
| | 30,000 |

"It will thus be seen that of the \$315,015.26 increase in purely Virginia intrastate increase, \$237,000, being purely Virginia intrastate increase

and in nowise of any interest to the Virginia citizen or derived from traffic which the Virginia Corporation Commission considers in fixing the 2-cent rate, this small sum also representing the Virginia intrastate increased earnings during the Jamestown Exposition period, a period affording exceptional opportunities for large earnings, and to even the casual Richmond observer it must be apparent that the Chesapeake and Ohio Railway must necessarily have earned several times \$75,000 from its Virginia Jamestown Exposition business, and no logic should be necessary to demonstrate that if the Jamestown Exposition traffic earned several times \$75,000, which undoubtedly did, there must have been a serious loss somewhere, and no great discerning powers are necessary to locate the loss in the difference between the three and two-cent per mile maximum rates, especially when it is borne in mind that the Chesapeake and Ohio's gross receipts from the sale of Jamestown Exposition tickets in the city of Richmond alone during the above period was \$74,385.25, practically as much money as the Chesapeake and Ohio increased on purely Virginia intrastate travel during the entire period from July 1, 1907, to February 29, 1908.

Earnings subsequent to February 29, 1908:

| | | |
|--|----------------------------------|----------------------------------|
| 1908. | 1907. | 1906. |
| March, \$290,451.74 | \$342,777.49 | \$309,704.26 |
| April, 291,117.92 | \$357,476.72 | \$311,704.61 |
| May, 325,735.75 | decrease under 1907, \$52,325.75 | decrease under 1906, \$19,252.52 |
| April—Decrease under 1907, \$109,328.80 | decrease under 1906, \$12,586.15 | |
| May—Decrease for the first three weeks, \$110,000 (estimated). | | |

Loss Will Steadily Increase.

"It would seem that comment as to the heavy decrease in earnings subsequent to February is unnecessary, at least beyond recalling to mind the fact that a serious loss prevails even as compared with 1906 earnings, and that from present indications this loss will steadily increase, due to the general use of the 2-cent rate for interstate as well as intrastate travel. It being impossible to confine the application of the 2-cent intrastate rate to purely intrastate travel."

"As clearly illustrative of the loss in Virginia intrastate revenue, due to the 2-cent maximum rate, the following instances are cited:

"In March, 1908, the Richmond depot ticket agent's report showed an increase of 4,376 tickets, with a decrease of \$2,866.93 in revenue as compared with same month of the previous year.

"Report of Staunton, Va., ticket agent for the month of April, 1908, showed a total of 7,020 tickets sold this year as against 3,752 the corresponding month of the previous year, an increase of almost 100 per cent. In the total number of tickets sold, and yet the revenue this year showed a decrease of \$821.72 under 1907.

Short-Haul Increase.

"Report of the Norfolk and Portsmouth ticket agent for the month of March, 1908, showed an increase of 275 Richmond tickets with a decrease of revenue under corresponding month of 1907 of \$53.20, and for the month of March an increase of 197 tickets and a decrease in revenue of \$171.85.

"This increase in the number of tickets sold is really abnormal, the business being considerably stimulated this year by the fact that the Virginia Legislature was in session, otherwise the decrease in revenue would have been still greater. The fact that the revenue shows a decrease while the tickets show an increase is accounted for by the fact that short-haul travel alone is stimulated by the two-cent rate."

Arbitration Case.

The Corporation Commission sat yesterday in the case of Gill Bros. vs. The Atlantic Coast Line Railway in a matter of a demurrage dispute. The commission took the case under advisement after hearing all the evidence.

GALLANT CONFEDERATE PASSES AWAY

COLONEL THOMAS H. CARTER.

REBATE CHARGES WITH GRAND JURY

Judge Waddill Quotes Hepburn Law, Then Tells Members to Do Their Duty.

Opening the June term of the United States District Court for the Eastern District of Virginia yesterday, Judge Edmund Waddill, Jr., called his grand jury, composed of prominent business men, and delivered an elaborate charge concerning the railroad rebate cases, which are to be investigated here.

The jury retired, reporting after a brief conference that no conclusions had been formulated. An adjournment was ordered until this morning. The following citizens compose the grand jury:

James R. Gordon, foreman; James D. Patton, John K. Russell, W. T. Hancock, Henry P. Moore, Frank Mossburn, E. C. Venable, John M. Pleasant, T. D. Coghill, George M. Hunt, James Goodrich, Edward J. Smith, George C. Bland, S. E. Pitts, Alex. Donald, J. M. Pourqurean, A. S. Adamson, Philip Whitlock, Henry S. Hutzler, C. A. Robinson, E. P. Murphy, Gordon Wallace, S. S. Richardson.

In his charge Judge Waddill quoted sections of the act of Congress regulating commerce, pointing out the specific offenses and the punishment. Then, speaking directly to the jury, he said:

Detect Crime: Find Offenders.

"You, gentlemen of the grand jury, are a most material and essential part of the machinery of the government, looking to the detection of crime, and the bringing of offenders to justice."

"Your body is of very ancient origin, and through the mutations of time has proved its efficacy in the enforcement of the laws, better, perhaps, than any of the other means devised down to us by our ancestors. The well-being of society, the orderly conduct of the business of the government, the attainment of the high ends for which the Federal government was designed, and the beneficent purposes sought by the many enactments of Congress on matters affecting Federal affairs, largely depend upon the manner in which you discharge your duty as grand jurors. And the earnest, faithful and vigilant discharge of your duties is essential and cannot too seriously appeal to you in this regard."

"What has been said relative to the grand jurors, and the importance of their duties, applies especially to grand jurors in the Federal courts, looking to the maintenance of the faithfulness in which you perform your duty."

The grand jury will sit four hours each day, and will very likely be able to submit a full report to the court before the end of the week.

Burke Case Goes Over.

Upon motion of counsel for Frank P. Burke, who is under indictment for robbing the mails, his case was yesterday postponed until the fall term of the United States District Court. The bail bond of \$1,500 was renewed.

DEATH CLAIMS COLONEL CARTER

(Continued from First Page.)

made one of the commissioners of the association. Subsequently, in 1896, he was made proctor of the University of Virginia, in which office he also served with distinction, and which he resigned about three years ago, owing to the growing infirmities of age.

Funeral Here To-morrow.

Colonel Carter was married in 1856 to Miss Susan E. Roy, of Mathews county, Va., who needs no higher praise than to say that she was, in all respects, a fit companion of her husband. Four children were born to them—two sons, Messrs. Thomas Nelson Carter, of the Richmond bar, and Mr. Spencer L. Carter, of Baltimore; and two daughters, Mrs. Robert E. Lee, Jr., of "Romancoke," and Mrs. H. R. Dulaney, of Washington.

Colonel Carter was indeed a representative of the best type of Virginia civilization, and manifested this everywhere and at all times in the highest degree. He was a devoted member of the Protestant Episcopal Church. His funeral will take place from All Saints' Church to-morrow morning at 11 o'clock. He will be buried in Hollywood by the side of his devoted wife, who preceded him to the grave about five years ago.

The body will reach here this morning from "Romancoke" on the Southern train arriving at 9:20 o'clock.

Messrs. E. A. Stumpf and R. L. Peters again becoming surety.

May Be Postponed.

On account of the absence from the State of important witnesses for the government, it is probable that the trial of "Rev." J. T. Hargrave, of Louisiana, will go over until the fall term of the United States court.

Hargrave is charged with using the mails for improper and fraudulent purposes.

Back to State Court.

Judge Edmund Waddill, Jr., of the United States court, yesterday entered an order declining to take jurisdiction in the case of Mrs. Maude M. Baker vs. the Pullman Palace Car Company, for \$2,000 damages.

The matter now goes back to the Law and Equity Court, where the suit was formerly instituted.

City Cases Are Set.

City Attorney H. R. Pollard yesterday succeeded in getting June 29th fixed by Judge Edmund Waddill, Jr., in the United States District Court for the hearing of the motion to dismiss the indictments in the cases of the Western Union Telegraph Company and the Continental Trust Company vs. the City. The cases involve the validity of certain ordinances passed by the City Council.

MAY CLEAR MITCHELL

Claims That He Was Not Member of Firm of McNaughton & Company.

Mr. James W. Gordon, attorney for Mr. O. O. Mitchell, indicted as a partner in the firm of McNaughton & Company, an alleged bucket-shop firm, is endeavoring to have the indictment nolle prossed, on the ground that Mr. Mitchell was employed only as a telegraph operator, and was not really a member of the firm. The lawyer visited Commonwealth's Attorney Polkes yesterday, and they talked the matter over, though Mr. Polkes did not commit himself. Mr. Mitchell was not arrested.

HEAVY LOSS IN APRIL REVENUE

Norfolk and Western's Total Earnings Over Half Million Less Than in April, 1907.

Net earnings of the Norfolk and Western Railway for the month of April, according to a statement issued by Comptroller Cox yesterday, show a decrease of \$216,151, as compared with the same month of the previous year. There was a decrease of \$687,170.17 in total earnings, the reduction in operating expenses amounting to \$471,019.20.

For the ten months from July 1st to April 30th, the net earning decrease was \$696,337.28.

The report shows that passenger, express and mail receipts for April declined 22 per cent., the freight receipts falling off 26 per cent.

WILL REPORT TO-NIGHT

Plans for Blues' Armory Are Referred to Subcommittee.

The Committee on Grounds and Buildings met last night and considered the plans for the proposed new armory for the Richmond Light Infantry Blues. No final action was taken, the whole matter being referred to a subcommittee to report to the full committee at a meeting to be held at 7:30 o'clock to-night. The subcommittee is composed of Messrs. Satterfield, Adams and Atkinson. City Engineer Charles E. Bolling, Building Inspector Henry P. Beck, Major E. W. Bowles, of the Blues' Battalion, and two members of that organization to be named by the major.

The committee referred some bids for supplies at the City Hall to Engineer Bolling and Sergeant-at-Arms Russell, and they will report on these at to-night's meeting.

NEW CLUB CHARTERED

The Richmond Country to Have Quar- ters at the Vista, on C. & O.

A charter was granted by the Corporation Commission yesterday to the Richmond Country Club, which will be located at the Vista, near Grantland, on the Chesapeake and Ohio Railway. The incorporators are Messrs. S. Dabney Crenshaw, Barton H. Grundy, M. C. Patton, John M. Miller, J. A. S. Buford, J. George M. Held, George C. Gregory and John Garland Pollard.

Although no statement was given by the incorporators, it was said that the new organization might endeavor to bring about a consolidation with the Hermitage and Lakeside Clubs.

FIRE IN TAILOR SHOP

Douglas Establishment Damaged by Early Morning Blaze.

Several hundred dollars' damage was inflicted by a fire which broke out at an early hour this morning in the Douglas tailoring shop, 812 East Main Street. Though the fire originated in the rear of the building, the heat cracked all the glass in the front.

Most of the damage was to the stock and to finished suits, the value of which could not be computed this morning. There was no damage to the places adjoining.

Arrested on Serious Charge.

Jack Dewald, a young man from Farmville, was arrested here yesterday evening by Detective Sergeant Gibson and Policemen Clarke and Palmer on a charge of seduction, preventing Miss Mary Oertel. They are Austrians.

Sox Guaranteed to Wear Six Months

"Holeproof" Sox are the original "guaranteed Socks." They are insured for six months. Buy six pairs of "holeproof" Sox for \$2.00, and if any—or all six pairs—get holes or need darning within six months from date of purchase, you get new socks absolutely FREE of charge.

HOLEPROOF SOX

are knit from the finest yarn—a special combination—soft as silk to tender toes, but with wearing quality like spun metal.

Stop Darning

What woman likes to darn socks every week? Darning takes time and patience. Darned socks are unsightly—and uncomfortable.

"Holeproof" Sox save all this, because they do not wear out.

If "Holeproof" Sox do come to holes, or need darning in Six Months, you get new socks FREE.

Gans-Rady Company

CITIZENS AGREE TO RAISE FUND FOR COMPLETION

Will Start Campaign at Once to Secure Help for Railroad Y. M. C. A.—Importance of Work Clearly Set Forth in Letters.

Setting forth more clearly the important need of prompt action in raising funds necessary for the completion of the Railroad Y. M. C. A., the citizens committee at a dinner given at the Jefferson Hotel last night unanimously agreed to organize a campaign and secure the fund required within the next few weeks. Interest in the project was shown by the hearty cooperation of members and their determination to save the association from delay in carrying forward plans long ago mapped out.

To Make Vigorous Campaign.

Early in the evening the following resolution was adopted:

"Resolved, That in view of the fact that the Railroad Young Men's Christian Association requires at once \$40,000 more in order to complete their new building, now in course of construction, that it is the sense of this citizens committee now assembled that a campaign to raise from citizens and railroad employees the sum of \$30,000, and that the campaign be begun at once."

The Banquet Speakers.

Mr. Minstree Folkes presided as toastmaster. The subjects and speakers were:

"Railroad Men as a Factor in Our Civic Life," Mayor Carlton McCarthy; "Why Railroad Companies Are Interested and Support the Association," W. D. Duke; "Why Richmond Citizens Generally Should Support the Association," N. D. Sills; "A Business Man's View," Hon. J. Taylor Ellison; "A New Building Essential to 'Twentieth Century Work,'" H. O. Williams, New York.

Officers of the citizens' committee were appointed as follows: Owsley Sanders, chairman; Minstree Folkes, first vice-chairman; J. A. Gathright, second vice-chairman; Charles J. Bil-

DOGS IN HENRICO MUST BE TAGGED

The Supervisors Demand More Stringent Enforcement—To Inspect Roads.

Henrico supervisors, at their meeting yesterday, took up the question of rent taxes and decided that the enforcement of the law in future. Delinquent taxes on dogs for 1907 are payable without penalty until July 1st; after that the bills will be put in the hands of officers with the penalty added. All who do not tag their dogs will have their dogs killed. Tags have also been provided by the county, but it is optional with dog-owners whether they shall be worn.

The board also decided to meet next Tuesday morning for the purpose of going over all the bills for rent taxes, and to see what is best to be done in order to place them in good condition. The supervisors will be accompanied by the road overseers of each section. It is thought that with their aid the board will be able to devise some feasible plan for putting all of the roads in the best possible condition for the amount of money in hand for the work.

Caught After Long Trip.

Claiming that they had "beat" their way from the Far West in search of work, John and William Reed arrived on a freight train from Norfolk yesterday morning. As soon as they alighted from the car they were taken in charge by Chesapeake and Ohio Detective M. S. Angle. Before Magistrate Lewis yesterday morning they were fined \$2.50 each and costs, plus sixty days' security. They did not have the price, so were put in jail.

Marriage License.

A marriage license was issued in the clerk's office yesterday morning to Mr. Louis A. Corbett, born in Ireland, to Miss Ellen M. Duke, of Henrico county.

MAKE QUICK ARREST

Man Charged With Passing Worthless Check Caught in Lynchburg.

Quick work was performed by Captain Tomlinson, chief of the detective department, yesterday, when he located E. B. Whittlesey in Lynchburg, soon after he is alleged to have passed a worthless check for \$20 on Mr. James H. Grant, of the Lexington Hotel. The check is drawn on the Planters' National Bank, and Whittlesey, according to the bank officers, overdraw his account.

The alleged check flashing occurred in the morning, and the fact was communicated to the detective department. Captain Tomlinson learned that Whittlesey had taken the train for Lynchburg, and immediately telephoned the chief of police in that city to arrest the alleged fugitive. He was caught in the afternoon, and Detective Sergeant Gibson was dispatched to bring him back.

Whittlesey was formerly of this city, where he was engaged as a broker.

BARTON HEIGHTS SCHOOL CLOSES

With one of the most enjoyable programs of its sort ever given in Henrico county, the Barton Heights School closed last night. The graduating class, numbering eighty, was one of the best the school has turned out, and the work of all those who took part in the exercises was pronounced excellent by all who saw it. The attendance was larger than the hall.